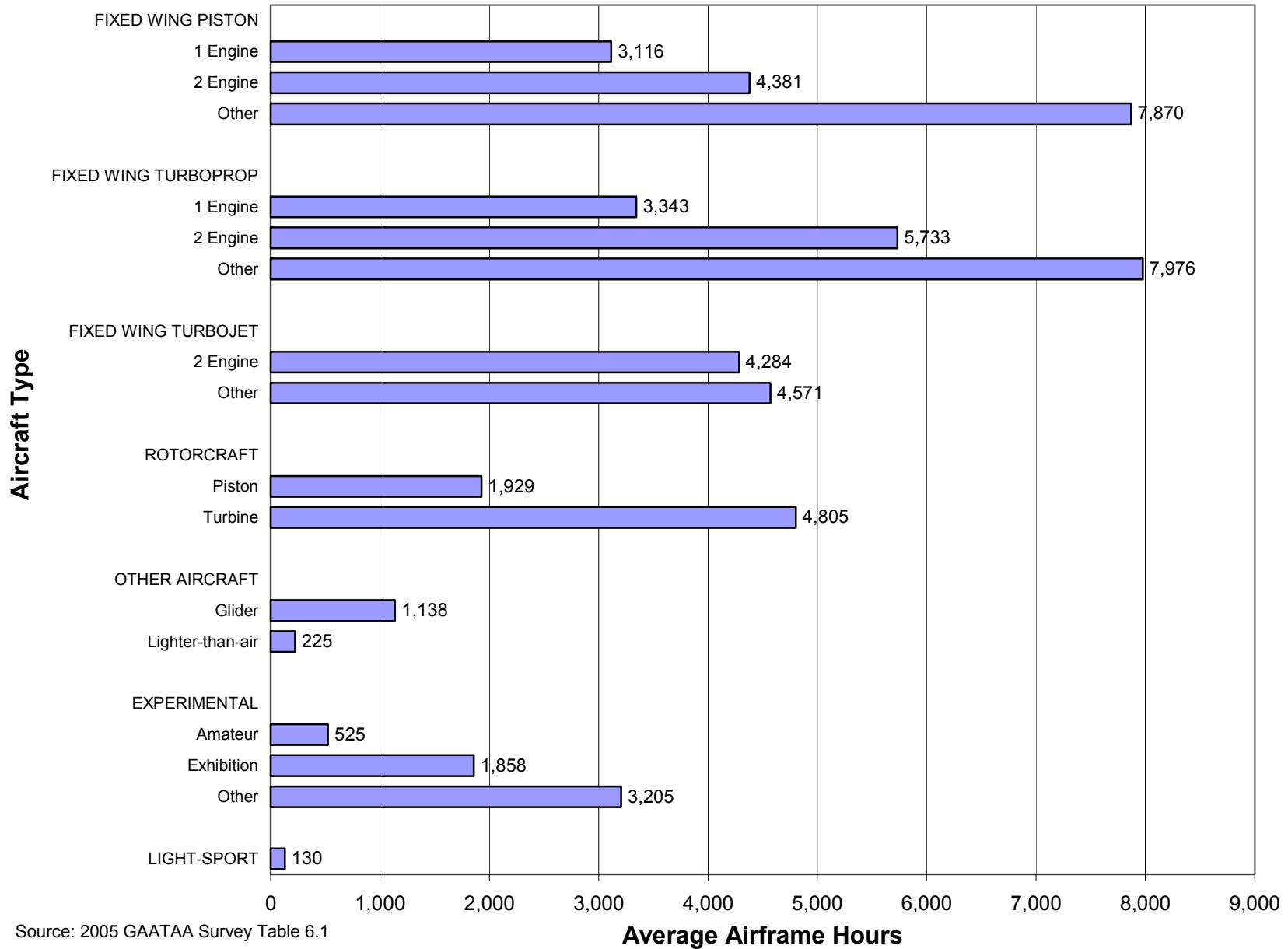


Chart 9
2005 Average Airframe Hours for Active Aircraft by Aircraft Type



Source: 2005 GAATAA Survey Table 6.1

Table 6.1

2005 GENERAL AVIATION AND AIR TAXI *TOTAL AND AVERAGE AIRFRAME HOURS PER ALL AIRCRAFT*
BY AIRCRAFT TYPE

AIRCRAFT TYPE	Aircraft Population Size	Estimate of Number Active	Percent Standard Error	Estimate of Percent Active	Percent Standard Error	Estimate of Total Airframe Hours	Percent Standard Error	Estimate of Average Airframe Hours	Percent Standard Error
Fixed Wing									
Fixed Wing - Piston									
1 Eng: 1-3 Seats	63,893	39,671	2.1	62.1	2.1	176,938,480	4.1	2,769.3	4.1
1 Eng: 4+ Seats	126,787	108,430	1.7	85.5	1.7	417,192,166	1.8	3,290.5	1.8
1 Engine: Total	190,680	148,101	1.9	77.7	1.9	594,130,646	1.8	3,115.9	1.8
2 Eng: 1-6 Seats	15,925	13,192	1.2	82.8	1.2	60,091,615	1.8	3,773.4	1.8
2 Eng: 7+ Seats	7,358	6,220	1.2	84.5	1.2	41,912,538	6.6	5,696.2	6.6
2 Engine: Total	23,283	19,412	1.2	83.4	1.2	102,004,154	2.8	4,381.1	2.8
Piston: Other	214	95	2.1	44.4	2.1	1,684,094	15.6	7,869.6	15.6
Piston: Total	214,177	167,608	1.8	78.3	1.8	697,818,894	1.6	3,258.1	1.6

Table 6.1

2005 GENERAL AVIATION AND AIR TAXI *TOTAL AND AVERAGE AIRFRAME HOURS PER ALL AIRCRAFT*
BY AIRCRAFT TYPE

AIRCRAFT TYPE	Aircraft Population Size	Estimate of Number Active	Percent Standard Error	Estimate of Percent Active	Percent Standard Error	Estimate of Total Airframe Hours	Percent Standard Error	Estimate of Average Airframe Hours	Percent Standard Error
Fixed Wing - Turboprop									
1 Engine: Total	2,766	2,595	0.3	93.8	0.3	9,247,488	2.9	3,343.3	2.9
2 Eng: 1-12 Seats	4,718	4,427	0.3	93.8	0.3	27,111,094	2.0	5,746.3	2.0
2 Eng: 13+ Seats	967	880	0.5	91.0	0.5	5,480,256	7.0	5,667.3	7.0
2 Engine: Total	5,685	5,307	0.3	93.4	0.3	32,591,350	2.0	5,732.9	2.0
Turboprop: Other	73	40	1.6	54.5	1.6	582,257	5.4	7,976.1	5.4
Turboprop: Total	8,524	7,942	0.3	93.2	0.3	42,421,095	1.6	4,976.7	1.6
Fixed Wing - Turbojet									
2 Engine Turbojet	9,620	9,097	0.3	94.6	0.3	41,213,135	1.2	4,284.1	1.2
Turbojet: Other	992	727	1.0	73.3	1.0	4,534,094	8.5	4,570.7	8.5
Turbojet: Total	10,612	9,823	0.3	92.6	0.3	45,747,229	1.3	4,310.9	1.3
Fixed Wing: Total	233,313	185,373	1.4	79.5	1.4	785,987,218	1.2	3,368.8	1.2

Table 6.1

2005 GENERAL AVIATION AND AIR TAXI *TOTAL AND AVERAGE AIRFRAME HOURS PER ALL AIRCRAFT*
BY AIRCRAFT TYPE

AIRCRAFT TYPE	Aircraft Population Size	Estimate of Number Active	Percent Standard Error	Estimate of Percent Active	Percent Standard Error	Estimate of Total Airframe Hours	Percent Standard Error	Estimate of Average Airframe Hours	Percent Standard Error
Rotorcraft									
Piston	4,357	3,039	0.9	69.8	0.9	8,406,120	3.8	1,929.3	3.8
1 Eng: Turbine	5,790	4,537	0.7	78.4	0.7	28,835,146	2.0	4,980.2	2.0
Multi-Eng: Turbine	1,315	1,151	0.4	87.5	0.4	5,297,459	2.8	4,028.5	2.8
Turbine: Total	7,104	5,689	0.6	80.1	0.6	34,132,605	1.8	4,804.7	1.8
Rotocraft: Total	11,461	8,728	0.7	76.2	0.7	42,538,725	1.7	3,711.6	1.7
Other Aircraft									
Gliders	3,149	2,074	1.3	65.9	1.3	3,582,916	4.9	1,137.8	4.9
Lighter-than-air	6,903	4,380	2.4	63.5	2.4	1,550,669	14.4	224.6	14.4
Other Aircraft: Total	10,052	6,454	1.9	64.2	1.9	5,133,585	6.6	510.7	6.6

Table 6.1

**2005 GENERAL AVIATION AND AIR TAXI *TOTAL AND AVERAGE AIRFRAME HOURS PER ALL AIRCRAFT*
BY AIRCRAFT TYPE**

AIRCRAFT TYPE	Aircraft Population Size	Estimate of Number Active	Percent Standard Error	Estimate of Percent Active	Percent Standard Error	Estimate of Total Airframe Hours	Percent Standard Error	Estimate of Average Airframe Hours	Percent Standard Error
Experimental									
Amateur	33,856	19,817	3.9	58.5	3.9	17,775,191	34.5	525.0	34.5
Exhibition	2,915	2,120	1.4	72.7	1.4	5,415,336	8.0	1,857.7	8.0
Other	2,335	1,691	1.0	72.4	1.0	7,482,954	8.7	3,204.7	8.7
Experimental: Total	39,106	23,627	3.0	60.4	3.0	30,673,481	17.1	784.4	17.1
Light-sport	192	170	0.3	88.5	0.3	24,936	17.3	129.9	17.3
Total All Aircraft	294,123	224,352	1.5	76.3	1.5	864,357,944	1.2	2,938.8	1.2

Table Notes:

Beginning in 2004, commuter activity is excluded from all estimates. 2003 and prior, commuter activity was included in the Air Taxi use category.

The small number of aircraft in some of the 'other' categories (e.g., "Piston: Other," "Turbojet: Other") may result in relatively high standard errors for estimates of the number of active aircraft and hours flown. For this reason estimates reported for 'other' categories may vary greatly from year to year and should be evaluated with caution.

Columns may not add to totals due to rounding procedures.